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speaking of the industrial revolution and the development of Swiss democracy, that the study of these two facts in their origins and their influence constitutes the task of the present work. For outside of the two introductions and a summary at the close, we hear nothing further of the larger project.

This does not, however, affect the merit of the body of the work which is, as the secondary title indicates, a study of the conditions of agriculture in Switzerland at the end of the eighteenth century. In the first chapter he deals with the cattle industry, pasture, cereals, dairy products, milk, butter and cheese, with the vine, fruits, vegetables, tobacco, etc. Next he takes up the financial burdens resting upon the agriculture of Switzerland at the close of the old régime. The second chapter discusses the mode of farming in the lowland, the intermediate and the mountain areas. In connection with the first he analyzes an interesting account by Hirzel (1788) of the model farm of Jacob Gujer of Wermetschweil. The picture affords a very suggestive glimpse of an agriculture emancipated, it is true, from feudalism, but still conducted on the three-field system with the village strips scattered here and there. Of greater, though more technical interest is the third chapter, in which we have a study of the various burdens, feudal and modern, still resting upon the land. They are not only sketched with much skill but a fairly successful attempt is made to show their economic effects.

The book represents thorough and conscientious work, and a scholarly appreciation of the value and use of historical material. Much of this is drawn from the archives, and there is also a commendable use made of the printed literature in the field. There is an index and a good bibliography of seventeen pages.

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RIPLEY, WILLIAM Z. *Railroads: Rates and Regulation.* Pp. xviii, 659. Price, \$3.00. New York: Longmans, Green & Co., 1912.

After a quarter of a century of persistent effort to establish a definite system of federal regulation of interstate transportation services and charges, the American public is still confronted with the fact that the precise meaning of the various laws enacted and the exact status of the administrative and the judicial bodies to which the task of regulation has been delegated is yet undetermined. The irksomeness of such a situation, the increasing importance of the entire question, and the growing determination of the "dim inarticulate multitude" (for whom Professor Ripley confesses a desire to stand as an advocate) to insist on a cessation of the dilatory tactics which have characterized much public action of previous years all combine to create an added interest in this notable contribution to the literature on transportation, as well as greatly to increase its usefulness.

The first part of the work gives an elaborate exposition of the theory of rates, a detailed discussion of the problems of discrimination, routing and classification, a description of the various systems of rate-making employed in the United States, and an account of the movement of railroad rates since 1870. The second part is an exhaustive history of federal railway legislation in the United States from the passage of the Interstate Commerce Act in 1887 to the controversy over the Commerce Court in 1912, with particular emphasis on the successive phases of

judicial interpretation, by which the legislative measures of congress have been emasculated and modified.

The chief fault which the reader finds, as the author anticipated, is the "exuberant mass of illustrative material." In particular does the first part of the volume, dealing with rates, appear over-elaborate. The lack of proportion between the space devoted to premise and that devoted to conclusion gives some of the chapters the appearance of being a somewhat confused mass of concrete details, the import of which would have been made plainer, had the material been subjected to a rigorous process of boiling.

The book is written in Professor Ripley's usual vigorous, pleasing style, and in spite of the elaboration, the interest of the reader does not lag. There are several errors in minor particulars, such as putting Dunkirk, New York, in Ohio (p. 8), making Peter Cooper's engine have its trial run out of Philadelphia (p. 8), calling Austria-Hungary the most sparsely populated country in Europe (p. 35), and giving the date of the Trans-Missouri Freight Association decision as 1896 (p. 111), the correction of which would leave greater justification for the claim as to "scientific rigor."

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TALLENTYRE, S. S. *The Life of Mirabeau*. Pp. vii, 366. Price, \$3.50. New York: G. P. Putnam's Sons, 1912.

This is the first American edition of this work though a reprint from the second English edition which appeared some years ago. In writing the life of Mirabeau, Mr. Tallentyre had a congenial task. He has a keen liking for the personal, the romantic and the spectacular sides of history, and naturally finds in the career of this eighteenth century tribune of the people, ample scope to indulge his tastes. Born of a "tempestuous race," clever as they were undisciplined, Gabriel-Honoré de Riquetti, Comte de Mirabeau, inherited in full measure the good and evil tendencies save one. Heir to a handsome family, he was "awe-strikingly ugly" as a baby, and at three years old he was scarred for life by confluent small-pox. Affectionate and generous, he had a tyrannical father, a weak-minded passionate mother, a faithless wife, two dearly-loved children, one of whom he never saw, and both of whom died while Mirabeau was imprisoned in the Donjon of Vincennes. Naturally extravagant he was neither taught wise expenditure nor given a suitable allowance. Charged with boundless energy he was given no career. Trained only to be a soldier his father would not or could not buy him a commission. When the *lettres de cachet* of his father gave him years of confinement in one prison after another he turned to writing and developed a ready and eloquent style. Through a sojourn in England he became an ardent admirer of Chatham while his mission to Berlin brought him into contact with Frederick the Great.

Unfortunately, by the time his great opportunity came with the call of the Estates General, dissoluteness had undermined his health, while poverty had driven him to a betrayal of faith in publishing the Secret History of the Court of Berlin in order to obtain money to pay his election expenses. Notwithstanding the many obstacles in his way, however, it needed only the chance of his election